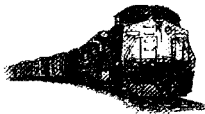


324340



CSX
TRANSPORTATION

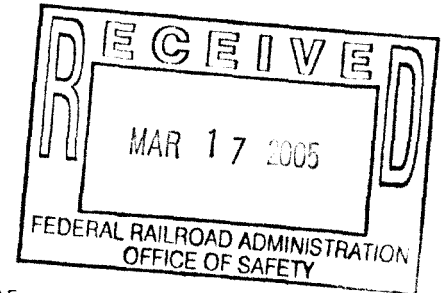
FEDERAL RAILROAD
ADMINISTRATION

2005 APR -1 AM 8:55

OFFICE OF THE CHIEF COUNSEL

Engineering Department

N. M. Choat
Chief Engineer Communications & Signals



March 1, 2005

FRA-2005-20898-1

Mr. Daniel C. Smith
Associate Administrator for Safety
Federal Railroad Administration
1120 Vermont Ave. NW
Mail Stop 25
Washington, DC 20590

Dear Mr. Smith,

The purpose of this letter is to request an extension to the time line to restore the signal system to service on the CSX Jacksonville Division, Sanford Subdivision, part of which remains out of service due to a catastrophic event.

On August 13, 2004, CSXT experienced a severe weather event named Hurricane Charlie that devastated most of the existing pole line in Winter Park, FL, MPA784.7 to MPA791.7. Hurricane Frances inflicted further damage on September 5, 2004. This extensive damage required suspension of Current of Traffic as the authority for movement and the implementation of Track Warrant Control/ Direct Traffic Control under the direction of the Train Dispatcher.

All grade crossing warning devices are now operational on # 2 main track, and electronic track circuits have been installed, placing signals back in service under Current of Traffic rules. #1 main track is currently out of service and track is inaccessible to rail traffic.

An extension to the six months authorized by Section 235.7(a) (4) is requested for leaving the damaged portion of the Current of Traffic System out of service. This authority, if granted, would not exceed one year from the date relief is granted. This will allow CSX to return the damaged portion to service, work that is currently in process.

Sincerely,

N. Michael Choat
Chief Engineer Communications and Signals

2005 APR -8 A 7:41
OFFICE OF THE CHIEF COUNSEL
FEDERAL RAILROAD ADMINISTRATION